

N. P. 1363
6-24

COMPTROLLER'S COPY
NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE 1929 1929
YEAR 1929

SUPERINTENDENT'S NO. 35. DEPT. NO. A. F. E. NO. 74
No. ENGINEERING DEPT. NO. 44

YELLOWSTONE Div. THIRD DISTRICT STATE MONTANA VAL. SEC. NO. 1.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 198707.00.

Accounting distribution as follows: (Distribution to be made in General Office.)

	Operating Expenses	Profit and Loss	Net Operating Expenses	Net Profit and Loss
Cost of property retired.....	\$ 208990	\$	\$	\$
Value of salvage	111014		97976	41205
Incidental costs				
Total to Operating Expenses				\$ 139181
Total to Profit and Loss				
To Material and Supplies				111014
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				59526
Total of distribution				\$ 309721

Budget reference: 1929 Budget Item #69 Signal work involved. Original Cost Adjustment Made in 12-15-1930 Class of Works No. 3

Joint facility contract reference: not joint account. The location is on this company's property. To secure rights, it will be necessary to do nothing.

Location: Between Terry and Owens.

Title Estimated cost proposed relaying of Main Line, replacing 90# O.H. rail with 100 R.E. rail from MP 40+00 to MP 64+2380, as per sketch dated December 15, 1928.

Reason: The 90# rail in main track at this location was laid in 1910. It is getting badly worn and unfit for main line service and it is recommended that in accordance with our program it be relaid in 1929 with 100# rail. It is understood that the 90# rail recovered can be used to advantage in side track and branch line work.

Work to be done by company force under charge of Division Superintendent.

Accounting to concentrate in the office of Division Accountant. Checked and Entered President's Office

Signature and Title: R.T. Taylor Superintendent Date Dec. 31, 1928

APPROVED: <i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Asst. Chief Engr. or Engr. Maint. of Way.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Tel'g. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> Vice President.
<i>[Signature]</i> For Comptroller.	<i>[Signature]</i> President	Date of Final Approval { JAN 24 1929 } 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION


Form No. 1345 issued 19 Work begun 19 Work finished 1929

To Forsyth OH 1016-10 90#

3408+23. M.P. 64+2903. CLP.

3403+00. M.P. 64+2380
W.E. prop'd 100# relay to
join E.E. old 90#

3402+444 W.H.B. Ld. 84.5
Prop'd 135° 100# 1:11 S.R.T.O.
replacg. 135° 90# do.

3379+20  64

OWENS

3349+19.5 E.H.B. Ld. 84.5 Prop'd
135° 100# 1:11 S.R.T.O. replacg.
replacg. 135° - 90# do.

3172+75. H.B. Ld. 84.5 Prop'd
135° - 100# S.R.T.O. 1:11 replac-
ing 102.7 - 90# & 323 - 85#

SHIRLEY

3124+60. E.H.B. Ld. 84.5 Prop.
135° 100# 1:11 S.R.T.O. replacg.
942° - 90# & 412° - 85#.

60, 2462 Trk. Ft. prop'd 100# relay
replacing 90# O.H.

Lin. Ft. 10
Pairs
Lbs. S
100# 1:1

3402+444 W.H.B. Ld. 84.5
Prop'd 135° 100# 1:11 S.R.T.O.
replc'g. 135° 90# do.



OWENS

3349+19.5 E.H.B. Ld. 84.5 Prop'd
135° 100# 1:11 S.R.T.O. replc'g.
replc'g. 135° - 90# do.

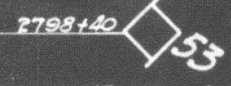
3172+75. H.B. Ld. 84.5 Prop'd
135° - 100# S.R.T.O. 1:11 replac-
ing 102.7-90# & 323-85#

SHIRLEY

3124+60. E.H.B. Ld. 84.5 Prop.
135° 100# 1:11 S.R.T.O. replc'g.
94° - 90# & 41° - 85#

2836+71. W.H.B. Ld. 84.5 Prop'd
135° - 100# 1:11 S.R.T.O. replc'g.
94° - 90# & 41° - 85#

2800+54. (Approx.) MP 53+214
EE. prop'd new 100# to join
WE. old, 350-28.



2795+45 H.B. (Relaid
under Imp't 350-28).

BENZ

2793+52 (Approx.) MP 52
+4792. WE. prop. 100#
to join, EE. old (350-28)

2788+649 H.B. Ld. 84.5 Prop.
135° - 100# 1:11 S.R.T.O. re-
plc'g. 115° 90# & 20° - 85#

2747+48. E.H.B. Ld. 84.5 Prop'd
135° - 100# 1:11 S.R.T.O. rep-
lac'g. 94° - 90# & 41° - 85#

BLATCHFORD

2656+658 W.H.B. Prop'd.
135° 100# 1:11 S.R.T.O. rep-
lacing 90# do.

2605+692 E.H.B. Prop'd. 135°
100# 1:11 S.R.T.O. replacing
111.5-90# & 23.5-85#

2582+317 (Approx.) M.P. 43+
4791.7 EE. prop'd new 100#
to join WE. old (350-28)

EQUA. 2573+935 East =
2673+922 West.

60, 2462 Trk. Ft. prop'd 100# relay
replacing 90# O.H.

Matt for Relay

Lin. Ft. 100# rail	247844.6
Pairs " angle bars	6360
" " X 90# comp. joints	12
" " X 85#	14
" " bolts with nutlocks	25,492
" " 90#	24
" " 85#	28
" " 100# plates	14,200
" " ONCHORS	6,500
Lbs. spikes	18,000
100# 1:11 S.R. Turnouts compl.	11

21,120.3 Trk. Ft. 100# Relay
replc'g 90# O.H.

oil
 angle bars
 90# compr. joints
 85#
 pits with nut locks
 plates
 anchors
 S Turnouts compl.

247049.6
 6360
 12
 14
 25492
 24
 28
 142200
 63000
 181000
 11

for Relay

21,120.3 T.F. 100# Relay
 replacg. 90# OH

41,456 T.F. prop'd 100#
 replacg. 90# OH

Yell. Div
 100# R.E. rail, sta. 2098+00 to sta. 3403+00,
 MP. 40+00 2nd 64 + 2380
 b1w.
Terry & Owens
 No Scale
 Office Engineer, Livingston, Dec. 15th 1928.
 Dist. Prop'd new work
 Vol. Sec. Mont. # 1.
 1929 Budget Item.

2836+71. W.H.B. Ld. 84.5 Prop'd
 135°-100# 1:11 S.R.T.O. replacg.
 94°-90# & 41°-85#

2800+54. (Approx) MP. 53+214
 EE. prop'd new 100# to join
 WE. old, 350-28.

2798+40 53

2795+45 H.B. (Reloid
 under imp't. 350-28).

2793+52 (Approx) MP. 52
 +4792. WE. prop. 100#
 to join, EE. old (350-28)

2788+649 H.B. Ld. 84.5 Prop.
 135°-100# 1:11 S.R.T.O. re-
 placg. 115° 90# & 20°-85#

2747+48. E.H.B. Ld. 84.5 Prop'd
 135°-100# 1:11 S.R.T.O. rep-
 lac'g. 94°-90# & 41°-85#

2656+658 W.H.B. Prop'd.
 135° 100# 1:11 S.R.T.O. rep-
 lacing 90# do.

2603+692 E.H.B. Prop'd. 135°
 100# 1:11 S.R.T.O. replacing
 111.5-90# & 235-85#

2582+31.7 (Approx) M.P. 48+
 4791.7 EE. prop'd new 100#
 to join WE. old (350-28)

2573+935 East =
 2573+922 West.

2534+40 48

2526+56. MP. 47+4496 W.F.
 prop'd new 100# to join
 EE. old. (306-26)

2312+566 W.H.B. Ld. 84.5 Prop
 135°-100# 1:11 S.R.T.O. replacg.
 110.9-90# & 24-85#

2261+503 E.H.B. Ld. 84.5 Prop'd.
 135° 100# 1:11 S.R.T.O. replacing
 135° 90# do.

2112+00. MP. 40+00. EE.
 prop'd. new 100# relay,
 begins at W.E. old 90#

2097+111. West H.B.

2059+6502 39

TO Glendive

90# OH 1016-10

2074 10728
 3074 10728
 353 502
 135

2261+503 E.H.B. Ld. 84.5 Prop'd.
 135° 100# 1:11 S.R.T.O. replacing
 135° 90# do.

2112+00. MP. 40+00. EE.
 prop'd. new 100# relay,
 begins at W.E. old 90#

2097+111. West H.B.

2059+6502 39

TO Glendive

90# OH 1016-10

2074 10728
 3074 10728
 353 502
 135

2261+503 E.H.B. Ld. 84.5 Prop'd.
 135° 100# 1:11 S.R.T.O. replacing
 135° 90# do.

2112+00. MP. 40+00. EE.
 prop'd. new 100# relay,
 begins at W.E. old 90#

2097+111. West H.B.

2059+6502 39

3402+97° < M.P. 64+2377.0° >

100# A.F.E. 355-28

123.7-100# repl. 123.9-90#

123.7-100# repl. 123.7-90#

H. B. 3402+44.4 Ld. 84.5

3377+20

64

TO
Forsyth

H. B. 3349+19.5 Ld. 84.5

3326+40

63

3273+60

62

3220+80

61

123.2-100# repl. 102.7-90# & 173.85#

H. B. 3172+78.2 Ld. 84.5 < ext'd 32° >
H. B. 3172+75.0 rem'd

3168+00

60

Net ext'n 1.2 ft.

123.6-100# repl. 94.0-90# & 316.85#

H. B. 3124+62.0 Ld. < < short'nd 28° >
H. B. 3124+60.0 rem'd

3115+20

59

3062+40

58

3009+60

57

60209.0-100# repl. 60209.0-90#

OWENS

SHIRLEY

SHIRLEY

BENZ

123.2-100# repl. 102.7-90° & 173-85#
123.6-100# repl. 94.0-90° & 316-85#

H. B. 3172+78.2 Ld. 84.5 <ext'd 32'>
H. B. 3172+75.0 rem'd

Net ext'n 1.2 ft.

H. B. 3124+62.0 Ld. <short'nd 29'>
H. B. 3124+60.0 rem'd

60209.0-100# repl. 60209.0-90#

3220+80 (61)

3168+00 (60)

3115+20 (59)

3062+40 (58)

3009+60 (57)

2956+80 (56)

2904+00 (55)

2851+20 (54)

2798+40 (53)
H. B. 2795+03.0

2800+88.0 <M. P. 53+248>

2793+86.0 <M. P. 52+4826.0>

H. B. 2788+66.5 Ld. 84.5 <short'nd 42'>
H. B. 2788+64.0 rem'd

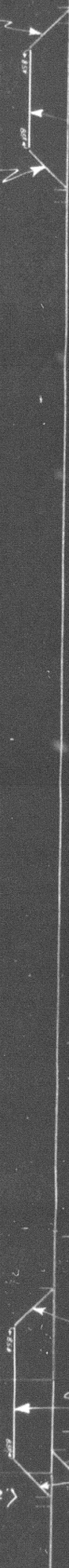
123.7-100# repl. 94.0-90° & 297-85#

Shortened 4.2 ft.

123.7-100# repl. 115.0-90° & 129-85#

123.9-100# repl. 94.0-90° & 293-85#

A.F.E. 350-38
702.0-100#



BENZ

BLATCHFORD

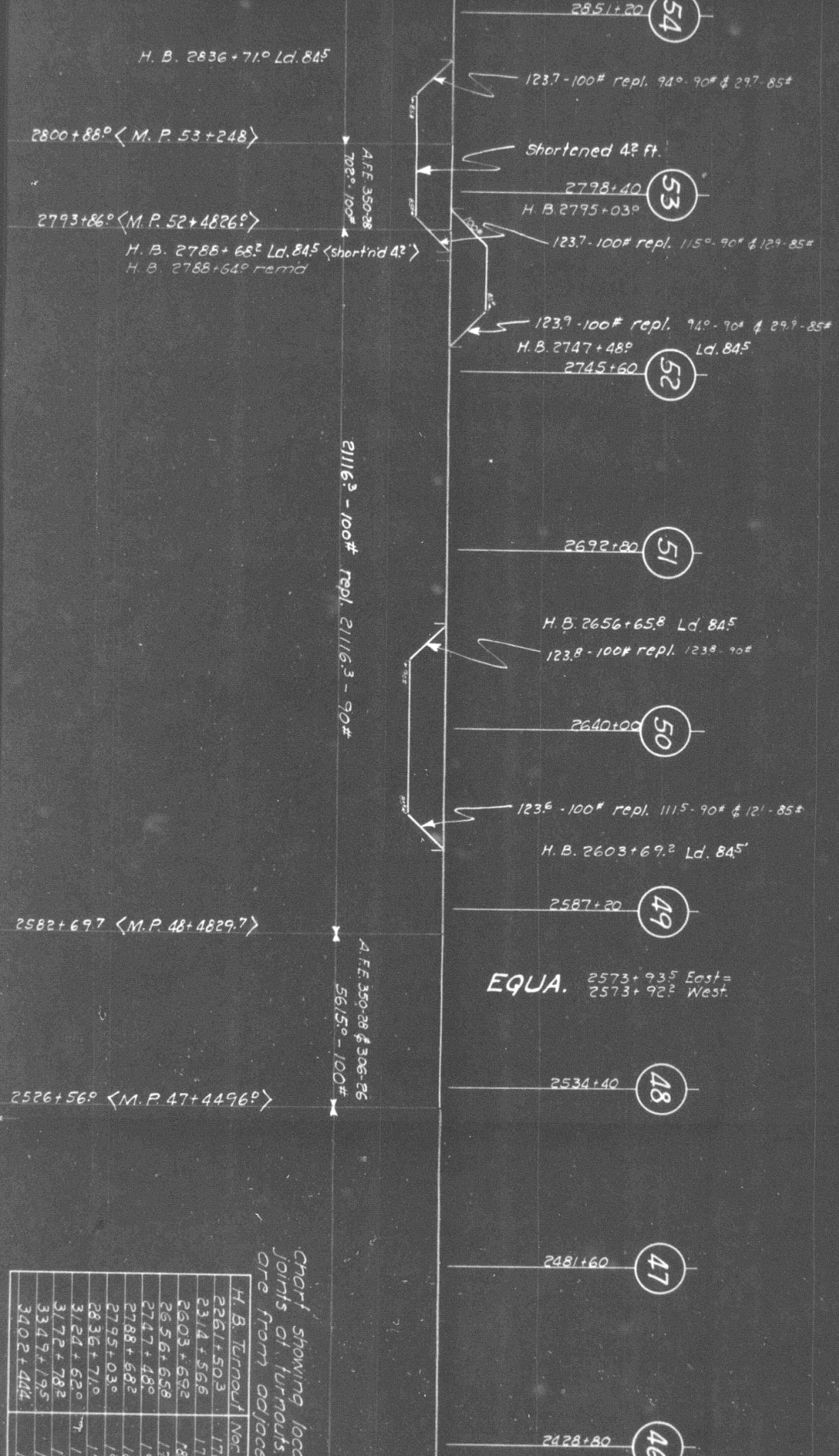
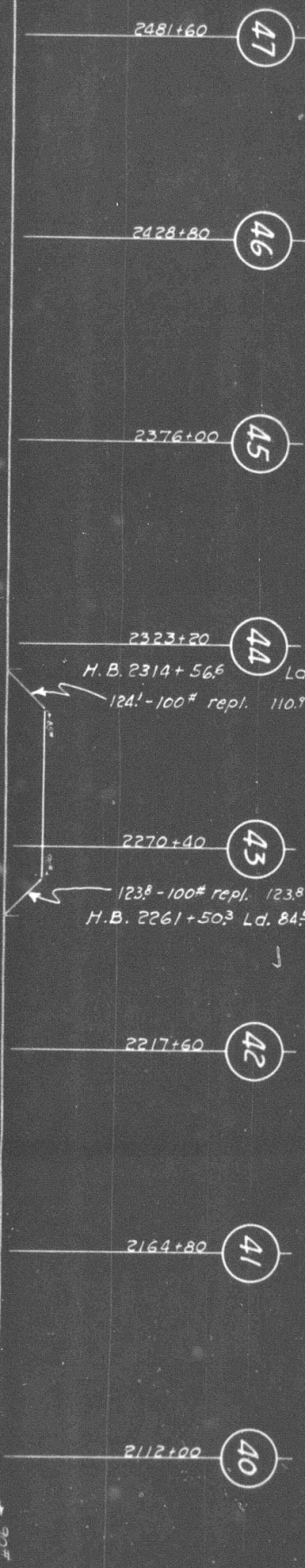


Chart showing location of insula joints at turnouts. Distances are from adjacent H. B.

H. B. Turnout	Loc. Rail	So. Rail
2261+50.3	1764	1932
2314+56.6	1778	1890
2603+69.2	1894	1952
2656+65.8	1766	1884
2747+48.0	1932	1770
2788+68.2	1854	1863
2795+03.0	1934	1863
2836+71.0	1778	1922
3124+62.0	1931	1937
3172+78.2	1764	1927
3349+79.5	1923	2095
3402+414	1933	2105

KAMM



419783 - 100# Repl. 419783 - 90#

Chart showing location of insulated joints of turnouts. Distances shown are from adjacent H. B.

H. B. Turnout	Nor. Rail	So. Rail
2261+503	1764	1932
2314+566	1778	1890
2603+692	1894	1952
2656+658	1766	1884
2747+480	1932	1770
2788+682	1854	1936
2795+030	1934	1863
2836+710	1778	1922
3124+620	1931	1931
3172+782	1764	1921
3349+195	1923	2095
3402+444	1933	2105

N.P. Ry. 3rd Dist.
 Vell. Div.
 Relay rail between M.P. 40 & 64+2380
 between

TERRY & OWENS

No Scale
 Office of Dist. Engr. Livingston Mar 25, 1930.
 New work shown

Valuation Section Montana Ne 1
 Auth. under Imp't 74-29 dated 1-24-29
 Work begun March 1929
 Work completed August 22, 1929

2106+77.7 < M.P. 39 + 4757.7 >

To Glendive ->